



**ACOUSTICAL ANALYSIS ASSOCIATES, INCORPORATED**

**AAAI Report 1512  
AAAI Project 88018**

# **QUARTERLY NOISE MONITORING AT HOLLYWOOD BURBANK AIRPORT FIRST QUARTER 2017**

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Prepared for:



AAAI Report 1512  
AAAI Project 88018

QUARTERLY NOISE MONITORING  
AT HOLLYWOOD BURBANK AIRPORT  
FIRST QUARTER 2017

MAY 2017

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## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
I. INTRODUCTION .....	1
II. NOISE MEASUREMENTS .....	4
A. Sites .....	4
B. Noise Measurement Equipment .....	4
C. Noise Data .....	4
D. Operational Data .....	6
III. MEASURED NOISE DATA .....	6
IV. SCHEDULED AIRLINE AND AIR TAXI OPERATIONS .....	6
V. CNEL CONTOUR DEVELOPMENT .....	6
VI. INCOMPATIBLE LAND USE .....	18
REFERENCES .....	19

APPENDIX A - NOISE MONITOR INSTRUMENTATION

APPENDIX B - CALIBRATION

## LIST OF TABLES

<u>Table</u>	<u>Page</u>
1. CNEL VALUES FOR JANUARY 2017 .....	7
2. CNEL VALUES FOR FEBRUARY 2017 .....	8
3. CNEL VALUES FOR MARCH 2017 .....	9
4. AVERAGE CNEL VALUES .....	10
5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS .....	11

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1.	CNEL 70 CONTOUR FOR HOLLYWOOD BURBANK AIRPORT - FIRST QUARTER 2017.....	2
2.	CNEL 65 CONTOUR FOR HOLLYWOOD BURBANK AIRPORT - FIRST QUARTER 2017.....	3
3.	NOISE MONITOR LOCATIONS.....	5

**QUARTERLY NOISE MONITORING AT HOLLYWOOD BURBANK AIRPORT  
FIRST QUARTER 2017**

**I. INTRODUCTION**

In compliance with the California Noise Standards (Reference 1) and the current variance from certain provisions of the Standards (Reference 2), the operator of the Hollywood Burbank Airport is required to perform noise monitoring in the vicinity of the airport for the purpose of establishing a noise impact boundary. The Noise Standards currently specify a community noise equivalent level (CNEL) of 65 dB for the noise impact boundary<sup>1</sup>. The airport is required to provide, each quarter, an updated annual noise impact contour based on measurement data over the four preceding quarters.

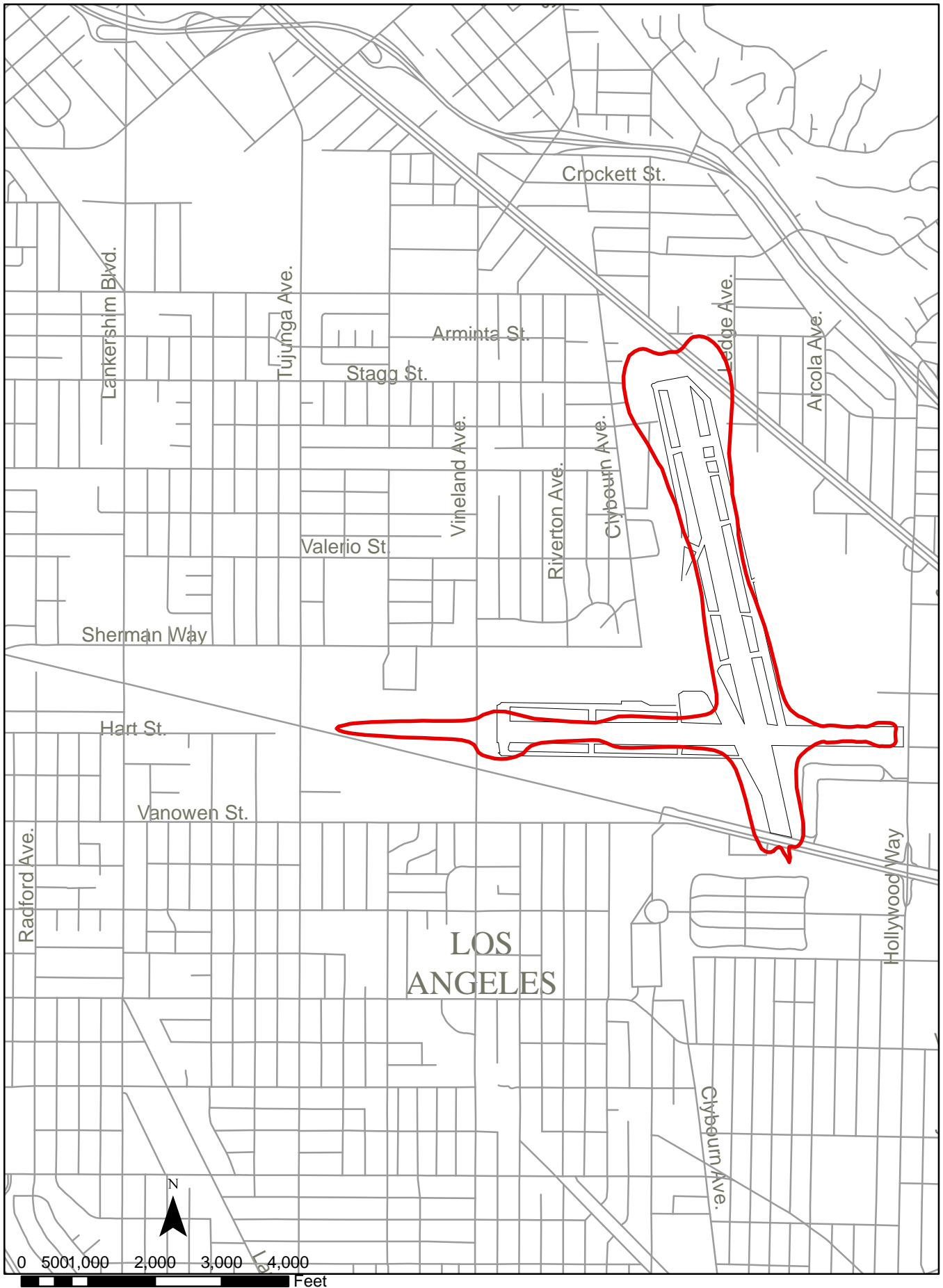
A permanent noise monitoring system became operational in April 1980 and, with brief interruption for system expansion, maintenance, and program changes, has been operational since that time. Of the original nine noise monitor sites, eight have remained unchanged since 1980. The monitor at site 8 was removed in 1997 and replaced by a monitor at site 18. Two sites were added east of the airport in late 1980. Four sites were added south of the airport in January 1986 in response to the requirement to determine the 65 dB contour. Three more locations were added in February 1997. Two of these, identified as 16 and 17, are south of the airport, and one, 18, is to the west. These locations were added to permit monitoring closer to the 65 dB contour. The noise monitoring computer at the airport was replaced in August 1995.

The Hollywood Burbank Airport Noise Monitoring System was modernized and augmented in late December 2012 by replacing the noise and flight track matching software, the noise monitoring hardware, and by adding sites 19, 20, 21, and 22 to allow closer monitoring to the current 65 dB CNEL contour. The old site 17 was removed as redundant with site 15, so the updated noise monitoring system contains 20 permanent microphone locations.

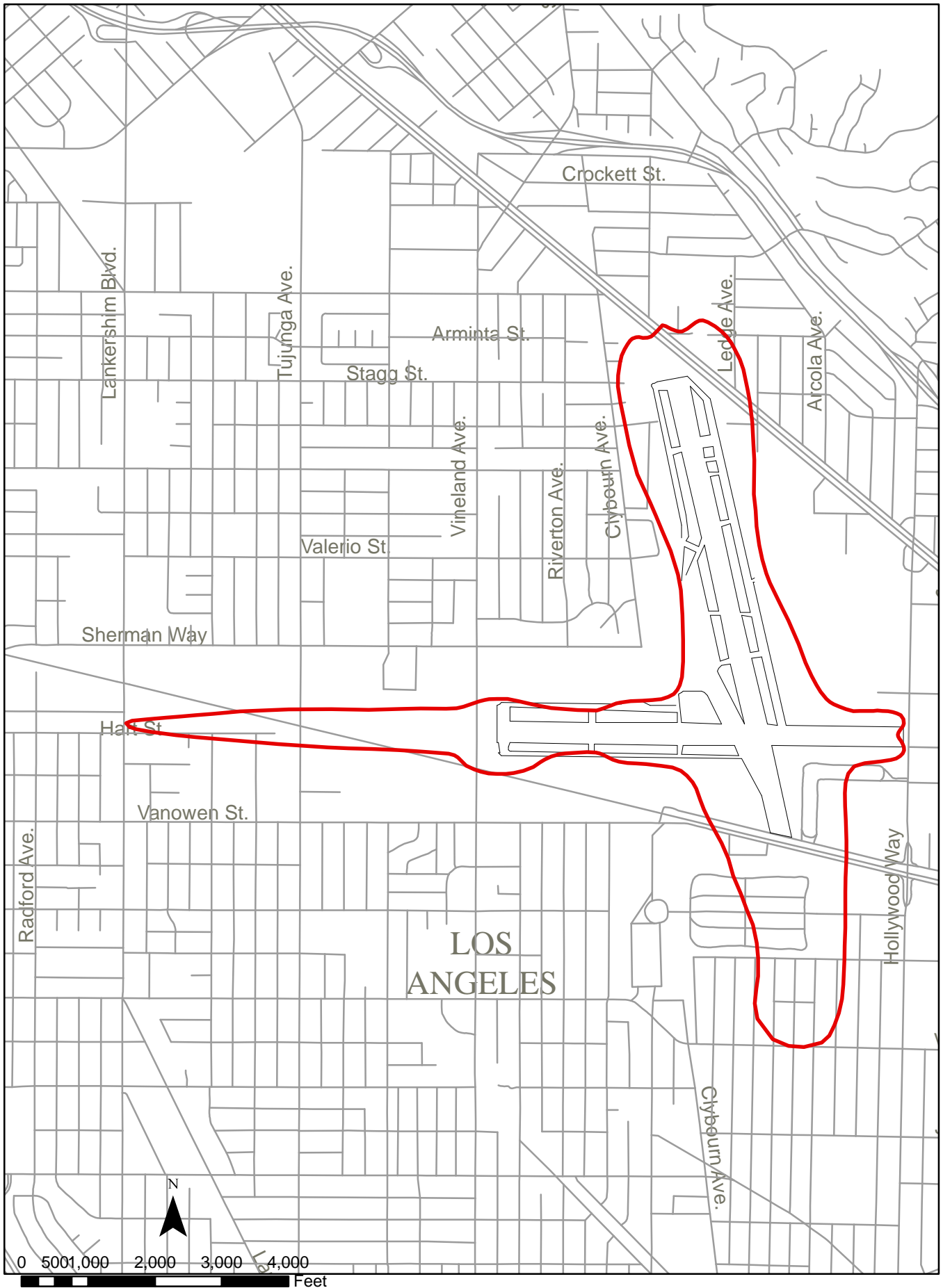
This report describes the data acquired by the monitoring system during the first quarter of 2017. Noise impact boundaries for 65 dB and 70 dB are shown based on these measurements and measurements obtained during the second, third and fourth quarter 2016 reported in

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<sup>1</sup> Prior to January 1, 1986, a CNEL of 70 dB defined the noise impact boundary.



BURBANK AIRPORT - 70 CNEL CONTOUR for 1st QUARTER 2017



BURBANK AIRPORT - 65 CNEL CONTOUR for 1st QUARTER 2017

References 3, 4 and 5. Figure 1 shows the 70 dB contour and Figure 2 shows the 65 dB contour, based on the measured noise data.

## II. NOISE MEASUREMENTS

### A. Sites

Aircraft noise levels were monitored at 15 locations prior to February, 1997. Two sites were added in February 1997, and equipment at one site west of the airport was moved to a new location. In July 2003, the monitor station at site 9 was moved 105 feet further west to accommodate new construction at the Fire Station. In December 2012, four new monitor sites were added and one existing site removed as redundant, leaving a total of twenty noise monitoring locations. The noise monitor sites are shown in Figure 3.

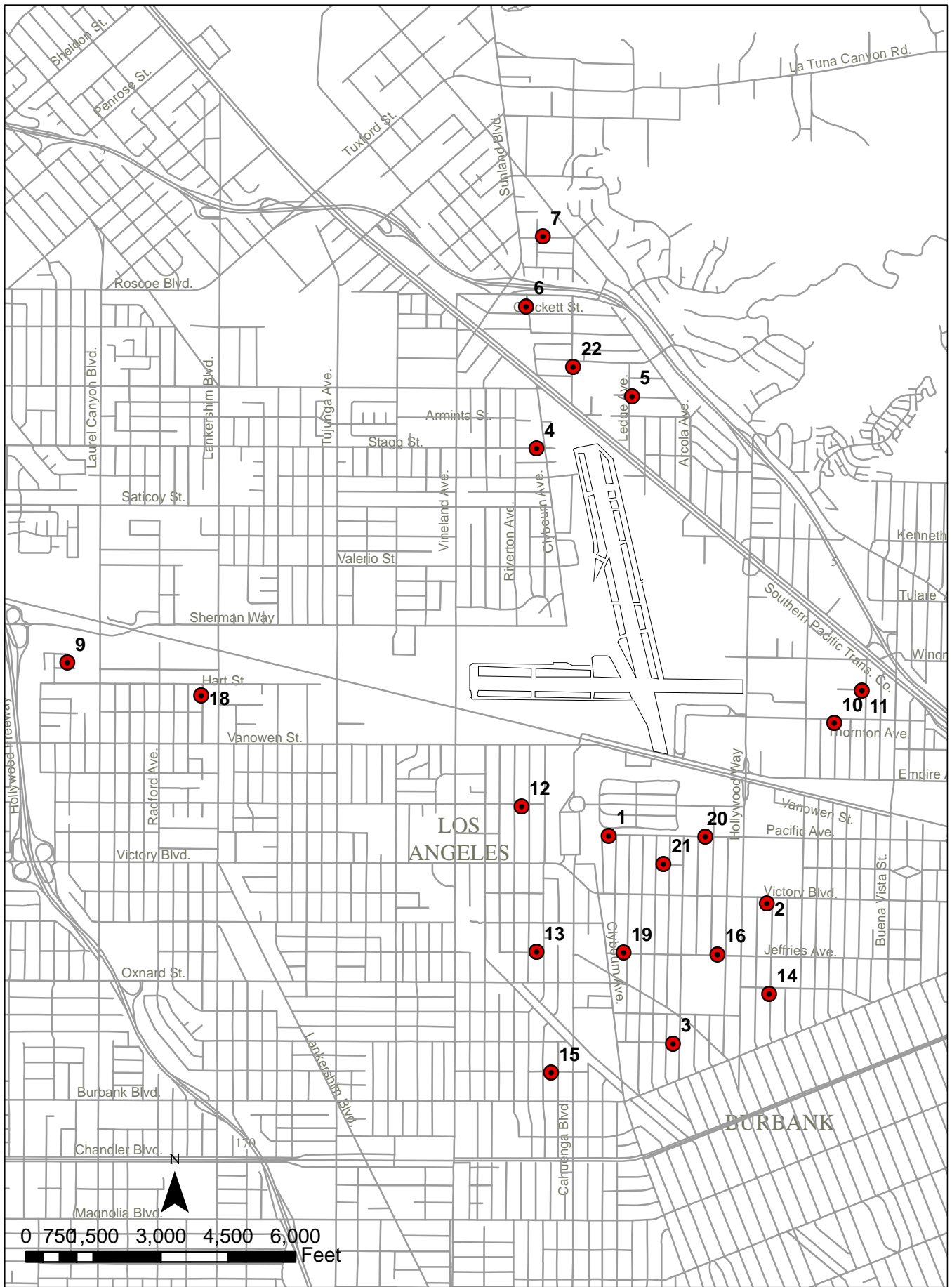
### B. Noise Measurement Equipment

Each of the microphone locations uses an identical set of equipment connected to a central control unit. The noise level at each site is stored locally and transmitted by broad band connection to the central site once per 24-hour period. The automated noise and flight track monitoring software processes the data to produce (among other measures) the CNEL at each site. Appendix A provides a brief description of the system.

### C. Noise Data

During this quarter, there were occasional power interruptions and monitor equipment failures, causing some loss of data. Tables 1, 2, and 3 show the aircraft CNEL measured at each monitoring site for each day of the quarter. The dashed lines indicate days for which a monitor was operating for less than 94% of the time. The data for these days was excluded from the averages.





BURBANK AIRPORT - NOISE MONITOR LOCATIONS

#### **D. Operational Data**

Departure and arrival schedules are provided by the airlines. In addition, operations of air carrier, general aviation and rotary-wing aircraft are determined from the airport's computerized flight tracking system.

### **III. MEASURED NOISE DATA**

Daily CNEL values for the noise monitoring system are listed in Tables 1, 2, and 3. Table 4 lists the average values for each quarter together with the annual average.

### **IV. SCHEDULED AIRLINE AND AIR TAXI OPERATIONS**

The scheduled air carrier and commuter operations for the quarter are shown in Table 5.

### **V. CNEL CONTOUR DEVELOPMENT**

The contours shown in Figures 1 and 2 are based upon computer-generated "master" contours which are adjusted to reflect the monitoring data. Beginning with the second quarter 2009, noise contours are developed using the master contours produced by Version 7.0 of the Integrated Noise Model (INM), a sophisticated aircraft noise modeling program developed for the Federal Aviation Administration. Inputs to the program consist of aircraft types and performance data, flight paths, numbers of operations, and day/evening/night distribution of flights. The program calculates CNEL values at equally spaced grid points and produces CNEL contour lines at 1 dB intervals. The annual average CNEL values at each site were marked at the appropriate locations on the contour map and the locations of the 65 and 70 dB CNEL contours were determined in the vicinity of each measuring point. These points were then joined following the general shape of the computed contours.

The master contours used in developing the contours for this quarter are based on operations for the 12-month period from January 1, 2014 through December 31, 2014. These replaced the previous master set of CNEL Contours which were based on operations for the 12-month period from July 2008 through June 2009.

TABLE 1. CNEL VALUES FOR JANUARY 2017

		RMS NUMBER																					
Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18	19	20	21	22			
01/01/17	61.6	57.3	58.4	54.8	54.3	45.9	52.1	61.9	53.7	49.1	53.4	58.7	55.6	58.7	59.1	61.4	61.4	62.9	64.8	56.1			
01/02/17	63.7	60.1	61.3	57.1	58.4	42.2	48.7	62.8	55.1	56.5	55.9	60.5	57.9	61.0	62.4	62.4	64.0	66.0	67.8	54.0			
01/03/17	64.3	61.2	63.0	59.0	57.9	51.2	56.7	62.0	54.9	51.7	58.1	60.5	59.8	61.8	64.7	61.3	64.4	67.5	69.1	61.3			
01/04/17	63.0	59.3	60.6	57.0	53.2	48.3	48.7	62.6	52.1	50.9	55.1	59.4	57.4	60.7	61.6	62.9	63.8	65.2	67.1	55.9			
01/05/17	64.4	60.5	61.8	59.2	57.9	47.2	47.7	64.2	55.3	53.5	55.7	60.3	58.1	60.8	62.9	63.7	63.9	66.4	68.1	51.2			
01/06/17	62.4	60.3	61.1	52.4	54.6	55.1	58.9	62.8	54.9	51.8	55.3	59.0	57.8	60.0	62.3	62.6	63.1	65.7	67.0	64.2			
01/07/17	61.2	57.6	58.1	48.9	51.3	42.2	46.3	59.1	54.9	52.9	54.5	59.3	55.0	57.5	59.9	58.5	61.4	63.7	65.5	51.4			
01/08/17	60.7	58.3	58.8	58.9	57.1	51.1	52.4	61.6	51.1	46.4	52.2	57.2	55.9	58.1	60.1	61.4	61.3	63.4	65.3	56.2			
01/09/17	63.7	60.9	61.8	57.8	55.2	50.2	48.3	62.4	53.7	53.1	55.3	59.5	58.0	61.5	62.8	61.9	64.3	66.5	68.1	57.3			
01/10/17	63.5	60.7	61.3	57.9	54.1	49.4	49.9	62.9	55.7	52.2	55.9	60.1	58.1	61.2	62.4	62.6	64.2	66.0	67.7	53.0			
01/11/17	64.0	61.6	62.3	59.9	56.5	49.1	49.9	63.2	55.8	51.4	55.5	60.2	59.0	61.5	63.4	62.7	64.8	67.0	68.6	56.0			
01/12/17	65.4	61.0	61.8	61.2	57.2	51.4	49.4	64.5	55.1	53.3	56.3	60.1	58.5	61.1	63.4	64.1	64.4	66.5	68.3	53.0			
01/13/17	62.5	60.7	61.9	56.2	55.3	51.3	49.4	63.2	54.9	54.7	56.4	58.2	57.9	60.9	63.0	62.8	64.2	66.3	68.0	56.6			
01/14/17	57.7	56.0	57.9	58.7	57.6	56.7	52.7	56.5	52.7	49.6	51.9	54.4	54.3	56.8	60.6	57.6	59.6	62.1	64.3	58.1			
01/15/17	60.8	58.2	59.3	59.8	58.3	53.7	54.8	61.4	47.8	48.5	53.6	57.2	55.7	58.9	60.5	60.6	61.8	63.6	65.4	62.0			
01/16/17	62.3	60.1	61.5	58.0	60.8	54.2	57.1	61.1	52.5	52.9	54.9	58.6	57.6	60.7	62.8	60.7	63.7	66.0	67.8	61.8			
01/17/17	62.0	60.3	60.8	57.3	59.0	56.5	59.6	60.2	55.2	54.9	55.3	58.0	58.0	59.0	62.5	60.2	62.4	65.5	66.8	63.9			
01/18/17	62.3	59.1	60.0	56.9	55.2	49.3	52.7	64.4	53.8	53.6	56.1	58.3	57.0	60.2	61.3	63.9	63.3	64.6	66.7	58.6			
01/19/17	63.2	61.2	61.7	57.1	56.6	51.3	50.9	63.5	54.4	53.7	54.7	58.5	58.9	60.1	63.9	63.5	63.4	66.2	67.7	54.7			
01/20/17	71.0	60.9	61.7	60.3	59.4	57.5	56.6	63.5	55.5	55.5	55.9	58.8	58.7	60.0	63.7	63.4	63.2	65.9	67.2	62.1			
01/21/17	60.2	57.9	59.1	57.1	57.3	58.4	56.9	57.9	55.9	56.2	54.8	56.3	55.6	56.8	59.8	58.4	59.5	63.1	64.4	65.3			
01/22/17	76.3	59.3	59.1	61.2	58.4	43.8	47.4	63.5	52.7	49.4	55.6	60.4	56.0	60.0	59.6	63.0	62.9	64.6	66.6	48.1			
01/23/17	62.9	61.2	61.6	56.4	57.5	57.8	55.6	62.4	56.6	55.3	57.2	57.9	58.9	59.9	63.7	62.0	63.2	65.7	66.9	60.3			
01/24/17	61.8	59.4	60.6	54.7	55.1	51.9	52.7	62.1	51.4	49.8	55.8	58.8	57.1	60.0	61.5	62.0	62.9	64.9	66.5	59.0			
01/25/17	61.1	58.9	60.4	53.2	55.0	54.5	54.8	61.7	53.9	52.8	56.8	65.1	56.8	58.9	60.9	61.6	61.7	64.6	65.8	60.8			
01/26/17	62.2	59.6	60.7	59.2	57.5	57.2	59.5	60.7	52.3	53.4	57.0	56.8	57.4	59.2	62.5	61.3	62.6	65.2	66.7	65.0			
01/27/17	59.1	55.3	57.5	61.0	60.9	62.5	59.1	58.4	52.6	51.5	55.5	53.8	54.7	55.2	62.4	57.9	58.0	62.0	63.6	65.2			
01/28/17	57.6	55.3	56.7	57.0	55.4	51.2	49.2	56.1	52.9	55.4	52.5	53.2	52.9	55.2	58.7	56.1	58.0	61.2	62.8	57.0			
01/29/17	59.1	56.8	57.9	59.3	58.5	50.0	55.0	60.3	49.9	53.8	52.2	54.4	54.1	57.1	59.2	59.0	60.0	62.7	64.4	58.6			
01/30/17	59.5	57.5	58.7	63.6	67.3	50.2	53.0	58.7	51.8	52.1	53.1	55.9	55.3	58.5	60.0	58.2	61.1	63.7	66.0	58.0			
01/31/17	62.5	59.5	59.5	58.2	58.7	54.5	60.0	61.1	54.4	51.1	55.1	59.0	56.4	60.0	61.0	60.9	62.7	65.0	66.3	64.4			
AVERAGE	65.3	59.5	60.5	58.5	58.4	54.2	54.9	62.0	54.0	53.1	55.3	59.0	57.2	59.7	62.0	61.7	62.8	65.1	66.7	60.4			
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31			

TABLE 2. CNEL VALUES FOR FEBRUARY 2017

## RMS NUMBER

Date	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18	19	20	21	22
02/01/17	63.2	60.6	62.0	60.8	61.1	54.5	58.5	60.5	56.0	56.3	57.7	59.0	58.3	59.7	63.6	59.8	62.9	66.2	68.0	63.3
02/02/17	61.7	59.0	59.4	52.8	55.4	52.4	53.3	62.6	53.2	52.1	54.2	58.6	56.3	59.4	61.1	61.8	62.6	64.4	66.1	58.0
02/03/17	64.2	60.9	61.6	56.7	54.9	45.6	57.6	63.3	54.7	53.8	56.4	59.1	58.3	61.0	63.4	63.1	64.0	67.4	69.6	52.4
02/04/17	60.1	57.7	59.1	53.3	55.4	42.8	40.2	58.9	51.6	53.2	53.0	56.9	55.6	58.5	60.0	58.4	61.2	63.1	64.8	44.3
02/05/17	59.7	57.1	57.4	51.5	54.1	33.1	42.7	60.4	49.5	48.0	51.9	56.3	54.0	57.5	58.6	59.6	60.8	62.6	64.5	37.2
02/06/17	65.4	58.9	59.1	60.8	57.9	47.1	48.4	62.8	54.5	52.5	55.9	60.3	56.1	61.5	60.3	62.3	62.9	64.3	66.2	52.5
02/07/17	63.4	59.3	59.6	60.1	55.0	51.0	52.9	63.6	53.7	52.8	55.0	59.5	56.5	60.9	61.3	63.3	63.3	65.1	66.9	55.3
02/08/17	61.9	60.3	61.4	54.9	54.2	51.4	53.0	63.1	53.5	52.0	54.4	57.5	58.0	61.7	62.9	62.7	63.1	65.8	67.3	63.1
02/09/17	62.7	60.7	62.4	57.7	57.0	53.4	54.3	63.4	53.6	54.1	55.8	59.1	58.6	62.7	63.6	63.0	64.4	66.7	68.3	59.7
02/10/17	64.3	61.9	63.0	57.8	56.1	53.0	54.6	63.7	56.3	54.5	56.1	59.4	59.5	62.5	64.2	62.8	65.2	67.6	69.3	59.3
02/11/17	59.9	56.8	57.9	51.1	53.9	42.5	47.4	59.3	50.2	46.9	52.2	56.1	54.2	57.9	58.7	58.6	60.5	62.3	64.1	54.6
02/12/17	57.5	51.7	54.5	61.1	63.0	64.4	61.7	58.8	44.3	44.6	52.3	49.5	50.5	50.6	57.6	58.9	53.9	58.5	59.9	67.0
02/13/17	61.6	58.4	58.9	58.0	59.0	58.7	59.2	59.7	54.9	51.7	53.4	57.8	55.8	59.4	60.2	59.3	62.0	63.8	65.6	64.1
02/14/17	61.5	59.1	59.6	55.9	56.7	53.0	53.4	61.2	53.5	52.6	55.9	57.8	56.7	59.5	61.6	60.8	61.8	64.5	65.9	63.4
02/15/17	60.9	59.4	60.3	57.5	59.2	56.6	62.6	59.9	53.7	55.1	54.3	56.5	57.3	58.4	62.3	59.7	61.5	65.1	66.2	67.7
02/16/17	62.4	60.0	60.9	57.9	56.2	53.1	59.0	62.1	52.5	51.4	55.4	58.8	57.4	60.7	62.5	61.8	63.7	65.8	67.5	63.0
02/17/17	58.6	57.7	57.6	60.0	57.7	53.4	53.4	62.2	53.9	53.9	54.7	57.6	54.3	59.3	59.0	62.2	60.4	62.3	63.8	53.1
02/18/17	60.1	58.0	58.8	52.0	56.6	52.8	54.2	59.4	51.1	52.1	51.9	55.9	55.3	57.9	60.3	59.1	61.5	64.0	65.9	58.3
02/19/17	61.0	58.0	58.6	56.0	55.8	52.8	50.3	61.6	51.5	51.4	52.5	58.2	56.0	58.9	60.3	60.7	61.5	63.5	65.2	56.1
02/20/17	63.9	60.9	61.8	58.8	58.9	48.8	49.3	62.8	49.6	48.5	55.2	59.9	58.1	61.8	62.7	62.3	64.7	66.6	68.4	55.5
02/21/17	62.8	60.6	61.6	54.3	59.3	52.2	51.7	63.0	54.0	53.5	55.3	59.3	58.1	61.2	62.4	63.2	64.3	66.3	68.2	56.4
02/22/17	61.5	59.3	60.6	57.4	57.6	59.2	57.3	61.6	55.3	54.5	54.4	57.4	57.1	58.6	62.4	61.1	62.0	64.9	66.3	62.4
02/23/17	59.3	54.6	56.8	61.2	62.7	63.6	60.2	52.0	47.5	50.2	44.1	59.9	55.9	46.5	64.6	55.6	52.4	62.0	62.8	66.2
02/24/17	62.0	58.6	60.6	54.7	55.3	53.1	55.5	60.7	52.0	51.5	52.7	57.8	57.7	59.8	62.6	62.0	62.6	65.2	66.8	60.8
02/25/17	60.8	54.3	58.9	58.2	58.4	52.6	55.7	58.5	46.5	48.0	51.3	56.5	55.8	58.8	60.5	57.6	60.8	63.8	65.4	60.6
02/26/17	61.9	58.2	58.4	55.1	55.7	50.4	51.9	62.0	49.0	49.8	53.4	58.5	55.5	59.2	60.0	61.3	61.8	63.6	65.6	58.3
02/27/17	62.0	60.9	62.0	50.7	53.7	51.3	52.6	61.3	55.1	53.4	54.2	58.3	57.8	60.7	63.0	61.1	63.9	66.5	67.9	59.7
02/28/17	63.1	59.9	61.2	58.6	59.6	60.1	58.7	60.3	52.7	55.2	55.3	58.2	57.9	59.5	63.5	59.6	62.3	65.9	67.0	65.3
AVERAGE	62.0	59.1	60.2	57.6	57.9	56.0	56.3	61.5	53.1	52.6	54.4	58.2	56.8	59.8	61.9	61.2	62.5	64.9	66.6	61.6
NO. DAYS	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28

TABLE 3. CNEL VALUES FOR MARCH 2017

Date	RMS NUMBER																				
	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18	19	20	21	22	
03/01/17	60.9	58.0	59.2	56.7	57.5	58.9	59.4	59.3	51.5	52.2	56.1	57.4	55.8	58.4	60.3	59.2	61.7	63.9	65.5	65.2	
03/02/17	61.8	59.7	60.6	59.8	61.5	56.8	58.1	59.8	52.5	53.8	53.8	57.6	57.3	59.1	62.5	59.0	62.8	65.5	67.0	63.2	
03/03/17	60.5	57.7	59.5	56.2	57.8	56.7	59.5	59.7	53.9	56.2	52.9	56.3	56.2	58.7	61.7	59.2	61.8	64.1	66.1	62.9	
03/04/17	60.3	54.6	56.4	54.3	54.3	42.8	48.8	58.7	43.0	46.0	52.0	56.7	53.9	57.8	58.8	59.5	57.4	62.3	64.0	54.1	
03/05/17	62.8	60.1	60.6	57.0	56.8	52.2	52.5	61.1	52.3	50.7	54.2	57.7	58.7	59.6	62.5	61.7	62.8	65.7	67.4	57.4	
03/06/17	60.9	58.5	59.7	58.7	59.3	60.2	57.7	59.1	52.6	52.0	52.7	55.6	56.5	57.0	61.8	59.3	60.1	64.2	65.1	63.6	
03/07/17	61.6	59.5	60.0	54.2	53.5	52.4	52.3	61.6	54.7	53.1	55.4	57.8	56.3	58.7	60.9	61.8	61.6	64.6	65.7	58.7	
03/08/17	62.0	60.0	61.0	58.0	58.3	51.4	53.7	61.3	53.4	53.4	54.1	57.4	57.8	59.1	62.0	60.8	62.7	65.4	66.8	57.4	
03/09/17	62.3	60.2	61.5	53.5	58.1	50.0	49.9	62.6	52.4	51.1	54.9	57.4	58.0	59.9	62.7	61.9	63.3	66.0	67.5	56.4	
03/10/17	61.9	58.3	59.5	54.7	55.1	50.2	54.0	62.3	51.9	52.6	53.5	58.1	56.4	59.6	61.0	62.0	62.6	64.7	66.3	58.1	
03/11/17	59.9	54.8	57.3	54.0	56.7	49.0	55.4	59.7	52.1	48.5	50.9	55.7	55.0	58.1	59.8	59.0	58.8	62.1	64.5	60.2	
03/12/17	61.0	59.1	60.5	54.5	55.5	49.7	55.1	60.7	56.1	51.9	53.8	56.9	56.3	59.2	61.6	60.2	62.3	65.1	66.8	59.5	
03/13/17	61.8	58.9	59.2	55.7	53.6	53.4	52.2	61.4	51.9	50.8	53.4	57.8	55.7	58.6	60.1	61.2	61.9	64.1	65.8	62.1	
03/14/17	62.2	60.0	60.5	52.9	56.1	55.5	53.9	61.8	51.3	53.9	55.3	58.2	57.2	59.1	61.6	60.9	62.7	65.6	66.9	62.9	
03/15/17	61.4	59.7	60.9	52.8	55.3	54.9	55.8	62.1	56.2	55.1	53.8	56.9	57.3	61.2	61.8	61.9	62.2	65.4	66.7	61.9	
03/16/17	63.3	60.1	61.2	57.4	56.8	50.1	54.0	62.6	50.7	51.1	54.1	59.5	57.6	60.7	62.2	62.0	63.9	65.9	67.8	56.8	
03/17/17	61.9	57.6	59.7	57.0	57.2	53.9	57.6	62.6	52.6	55.9	53.0	58.4	57.5	59.3	61.9	62.3	62.4	65.2	67.0	64.2	
03/18/17	60.2	51.2	56.7	53.8	54.1	51.4	51.2	58.9	50.3	49.5	48.5	56.1	54.2	58.1	59.5	59.2	59.1	62.1	64.3	59.4	
03/19/17	61.9	58.4	59.0	55.4	55.2	46.5	51.9	61.9	50.2	48.8	53.3	58.0	55.4	59.1	60.3	61.1	62.4	64.2	66.1	57.2	
03/20/17	62.5	59.5	59.5	53.3	56.9	54.0	52.2	61.4	49.7	50.6	53.2	59.4	56.2	60.0	60.5	60.7	62.9	64.4	66.2	60.7	
03/21/17	64.8	60.0	61.2	59.7	58.1	53.9	52.0	63.5	51.8	50.5	55.8	61.2	57.6	61.0	62.5	62.8	64.0	66.2	67.9	61.7	
03/22/17	61.7	60.5	61.8	57.5	59.0	59.9	58.1	61.5	52.8	55.1	54.1	56.6	58.5	59.2	64.1	61.4	62.5	66.1	67.4	63.2	
03/23/17	62.3	58.3	58.9	60.2	61.9	62.8	60.2	61.9	52.8	52.5	53.4	58.1	56.3	58.6	62.7	61.5	61.6	64.2	65.7	66.4	
03/24/17	62.8	61.1	62.2	55.6	57.9	52.9	57.4	63.3	53.4	51.4	55.1	59.3	58.7	61.3	63.3	62.5	63.6	66.6	67.7	62.1	
03/25/17	61.8	58.2	59.4	51.5	55.6	43.9	55.0	60.1	51.2	51.8	54.3	58.7	55.2	59.1	59.9	60.4	61.8	63.5	65.2	54.3	
03/26/17	61.6	59.5	60.7	51.8	55.6	45.0	47.4	61.5	51.8	49.3	53.2	58.5	56.8	60.5	61.4	60.6	63.5	65.1	66.9	53.2	
03/27/17	62.3	58.6	58.8	57.2	59.4	58.4	56.7	54.7	53.8	56.4	51.5	54.0	57.0	54.8	62.6	55.3	59.2	63.1	63.9	61.5	
03/28/17	55.1	49.6	47.4	54.8	51.9	53.2	50.2	53.4	49.3	49.9	53.4	52.2	48.2	50.5	54.1	53.1	51.6	57.3	57.8	51.1	
03/29/17	58.2	52.6	50.9	52.8	55.5	51.1	51.6	52.0	52.6	52.1	51.1	54.1	50.4	52.4	56.1	52.6	54.2	59.0	61.7	56.1	
03/30/17	59.4	52.2	50.2	52.2	52.0	49.9	48.2	49.1	57.4	57.1	45.9	52.5	50.7	49.7	57.9	47.7	52.1	59.0	59.1	45.9	
03/31/17	58.1	52.8	51.7	52.0	54.5	55.5	55.3	52.1	50.8	53.8	46.5	53.6	50.4	50.9	56.7	53.0	55.1	59.5	60.4	55.4	
AVERAGE	61.6	58.5	59.5	56.0	57.1	55.2	55.4	60.7	52.8	52.9	53.5	57.4	56.3	58.8	61.2	60.4	61.7	64.4	65.9	60.9	
NO. DAYS	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	
QTR. AVG.	63.3	59.0	60.0	57.4	57.8	55.1	55.4	61.4	53.2	52.8	54.4	58.2	56.7	59.4	61.6	61.1	62.3	64.7	66.4	60.9	
NO. DAYS	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	

**TABLE 4. AVERAGE CNEL VALUES**

Site No.	2nd Quarter 2016	3rd Quarter 2016	4th Quarter 2016	1st Quarter 2017	4 Quarter Average
1	60.8	61.7	61.6	63.3	61.9
2	57.9	59.3	58.9	59.0	58.8
3	59.3	60.2	60.0	60.0	59.9
4	56.9	56.2	57.3	57.4	57.0
5	57.4	56.2	57.9	57.8	57.3
6	55.6	52.1	55.5	55.1	54.8
7	55.1	53.7	56.4	55.4	55.3
9	60.9	62.2	61.1	61.4	61.4
10	53.8	55.0	54.2	53.2	54.1
11	53.3	52.6	53.6	52.8	53.1
12	53.6	53.6	54.2	54.4	54.0
13	56.5	57.8	57.5	58.2	57.5
14	55.5	56.6	56.7	56.7	56.4
15	58.1	59.4	59.2	59.4	59.1
16	60.7	61.5	61.8	61.6	61.4
18	60.5	61.7	60.7	61.1	61.0
19	61.2	62.6	62.2	62.3	62.1
20	63.9	64.9	64.9	64.7	64.7
21	65.5	66.6	66.3	66.4	66.2
22	60.7	59.2	61.4	60.9	60.6

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE FIRST QUARTER 2017**

AIRCRAFT	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17 5 DAYS									
	AS EMB175		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	14	14	2	1	0	0	0	0	19	13
EVENING	6	6	0	1	0	0	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	20	20	2	2	0	0	0	0	19	19

	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17									
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	21	21	0	0	0	0	13	7
EVENING	0	0	0	7	0	0	0	0	0	6
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	28	28	0	0	0	0	13	13

	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17									
	WN B7377		WN B7378		UA A320		UA A319		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	249	221	0	0	0	0	0	0	0	0
EVENING	56	84	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	305	305	0	0	0	0	0	0	0	0

	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	32	25	2	2	0	0	2	7
EVENING	0	0	6	13	0	0	0	0	9	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	38	38	2	2	0	0	11	11

	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	13	13	7	0
EVENING	5	0	0	0	0	0	0	0	0	7
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	13	13	7	7

	SCHEDULE IN EFFECT FROM 1/1/17 to 1/5/17						<b>TOTALS</b>	
	DL CRJ9		B6 A320		FW2 A319		<b>DEP</b>	<b>ARR</b>
	DEP	ARR	DEP	ARR	DEP	ARR		
DAY	0	0	0	0	0	0	<b>377</b>	<b>328</b>
EVENING	0	0	7	7	0	0	<b>89</b>	<b>137</b>
NIGHT	0	0	0	0	0	0	<b>7</b>	<b>8</b>
TOTAL	0	0	7	7	0	0	<b>473</b>	<b>473</b>

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI  
FLIGHTS FOR THE FIRST QUARTER 2017**

AIRCRAFT	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17 41 DAYS									
	AS EMB175		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	14	14	2	1	0	0	0	0	19	13
EVENING	6	6	0	1	0	0	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	20	20	2	2	0	0	0	0	19	19
	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17									
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	21	21	0	0	0	0	13	7
EVENING	0	0	0	7	0	0	0	0	0	6
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	28	28	0	0	0	0	13	13
	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17									
	WN B7377		WN B7378		UA A320		UA A319		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	249	221	0	0	0	0	0	0	0	0
EVENING	56	84	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	305	305	0	0	0	0	0	0	0	0
	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	32	25	2	2	0	0	2	7
EVENING	0	0	6	13	0	0	0	0	9	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	38	38	2	2	0	0	11	11
	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	13	13	7	0
EVENING	5	0	0	0	0	0	0	0	0	7
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	13	13	7	7
	SCHEDULE IN EFFECT FROM 1/6/17 to 2/15/17									
	DL CRJ9		B6 A320		FW2 A319				<b>TOTALS</b>	
	DEP	ARR	DEP	ARR	DEP	ARR			DEP	ARR
DAY	0	0	0	0	0	0			377	328
EVENING	0	0	7	7	0	0			89	137
NIGHT	0	0	0	0	0	0			7	8
TOTAL	0	0	7	7	0	0			473	473



**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE FIRST QUARTER 2017**

AIRCRAFT	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17 2 DAYS									
	AS EMB175		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	14	14	2	1	0	0	0	0	19	13
EVENING	6	6	0	1	0	0	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	20	20	2	2	0	0	0	0	19	19
	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17									
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	21	21	0	0	0	0	13	12
EVENING	0	0	0	7	0	0	0	0	0	1
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	28	28	0	0	0	0	13	13
	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17									
	WN B7377		WN B7378		UA A320		UA A319		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	249	221	0	0	6	0	6	6	0	0
EVENING	56	84	0	0	0	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	305	305	0	0	6	6	6	6	0	0
	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	18	18	2	2	0	0	2	7
EVENING	0	0	6	6	0	0	0	0	9	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	24	24	2	2	0	0	11	11
	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	13	13	7	0
EVENING	5	0	0	0	0	0	0	0	0	7
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	13	13	7	7
	SCHEDULE IN EFFECT FROM 2/16/17 to 2/17/17									
	DL CRJ9		B6 A320		FW2 A319		<b>TOTALS</b>			
	DEP	ARR	DEP	ARR	DEP	ARR	<b>DEP</b>		<b>ARR</b>	
DAY	0	0	0	0	0	0	<b>375</b>		<b>332</b>	
EVENING	0	0	7	7	0	0	<b>89</b>		<b>131</b>	
NIGHT	0	0	0	0	0	0	<b>7</b>		<b>8</b>	
TOTAL	0	0	7	7	0	0	<b>471</b>		<b>471</b>	

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE FIRST QUARTER 2017**

AIRCRAFT	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17 2 DAYS									
	AS EMB175		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	14	14	2	1	0	0	0	0	19	13
EVENING	6	6	0	1	0	0	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	20	20	2	2	0	0	0	0	19	19
	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17									
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	21	0	0	0	0	13	12
EVENING	0	0	0	6	0	0	0	0	0	1
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	13	13
	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17									
	WN B7377		WN B7378		UA A320		UA A319		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	249	221	0	0	6	0	6	6	0	0
EVENING	56	84	0	0	0	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	305	305	0	0	6	6	6	6	0	0
	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	18	18	2	2	0	0	2	7
EVENING	0	0	6	6	0	0	0	0	9	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	24	24	2	2	0	0	11	11
	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	13	13	7	0
EVENING	5	0	0	0	0	0	0	0	0	7
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	13	13	7	7
	SCHEDULE IN EFFECT FROM 2/18/17 to 3/9/17									
	DL CRJ9		B6 A320		FW2 A319				<b>TOTALS</b>	
	DEP	ARR	DEP	ARR	DEP	ARR			DEP	ARR
DAY	0	0	0	0	0	0			<b>374</b>	<b>332</b>
EVENING	0	0	7	7	0	0			<b>89</b>	<b>130</b>
NIGHT	0	0	0	0	0	0			<b>7</b>	<b>8</b>
TOTAL	0	0	7	7	0	0			<b>470</b>	<b>470</b>

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE FIRST QUARTER 2017**

AIRCRAFT	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17 2 DAYS									
	AS EMB175		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	14	14	2	1	0	0	0	0	19	13
EVENING	6	6	0	1	0	0	0	0	0	6
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	20	20	2	2	0	0	0	0	19	19
	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17									
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	21	0	0	0	0	13	12
EVENING	0	0	0	6	0	0	0	0	0	1
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	13	13
	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17									
	WN B7377		WN B7378		UA A320		UA A319		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	276	258	0	0	6	0	6	6	0	0
EVENING	67	85	0	0	0	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	343	343	0	0	6	6	6	6	0	0
	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	18	18	2	2	0	0	2	7
EVENING	0	0	6	6	0	0	0	0	9	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	24	24	2	2	0	0	11	11
	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	13	13	7	0
EVENING	5	0	0	0	0	0	0	0	0	7
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	13	13	7	7
	SCHEDULE IN EFFECT FROM 3/10/17 to 3/11/17									
	DL CRJ9		B6 A320		FW2 A319				<b>TOTALS</b>	
	DEP	ARR	DEP	ARR	DEP	ARR			DEP	ARR
DAY	0	0	0	0	0	0			401	369
EVENING	0	0	7	7	0	0			100	131
NIGHT	0	0	0	0	0	0			7	8
TOTAL	0	0	7	7	0	0			508	508

**Table 5. WEEKLY SCHEDULED AIR CARRIER AND AIR TAXI FLIGHTS FOR THE FIRST QUARTER 2017**

AIRCRAFT	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	AS EMB175		AS B7377		AS CRJ7		AS CRJ		AS B7378	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	28	35	0	0	0	0	0	0	21	21
EVENING	14	7	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	42	42	0	0	0	0	0	0	21	21
	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	US A319		US A320		US B7372		US B7373		US CRJ	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	0	0	0	0	0	0	0	0
EVENING	0	0	0	0	0	0	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	US CRJ7		US CRJ9		AA MD80		WN B7373		WN B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	20	21	0	0	0	0	13	12
EVENING	0	0	0	6	0	0	0	0	0	1
NIGHT	0	0	7	0	0	0	0	0	0	0
TOTAL	0	0	27	27	0	0	0	0	13	13
	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	WN B7377		WN B7378		UA A320		UA A319		UA B7375	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	276	258	0	0	6	0	6	6	0	0
EVENING	67	85	0	0	0	6	0	0	0	0
NIGHT	0	0	0	0	0	0	0	0	0	0
TOTAL	343	343	0	0	6	6	6	6	0	0
	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	UA B757		UA RJ		UA CRJ7		FE A300		FE A310	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	0	0	18	18	2	2	0	0	2	7
EVENING	0	0	6	6	0	0	0	0	9	0
NIGHT	0	0	0	0	0	0	0	0	0	4
TOTAL	0	0	24	24	2	2	0	0	11	11
	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	UPS A300		UPS B757		DL B752		DL CRJ		DL CRJ7	
	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR
DAY	3	4	0	0	0	0	13	13	7	0
EVENING	5	0	0	0	0	0	0	0	0	7
NIGHT	0	4	0	0	0	0	0	0	0	0
TOTAL	8	8	0	0	0	0	13	13	7	7
	SCHEDULE IN EFFECT FROM 3/12/17 to 3/31/17									
	DL CRJ9		B6 A320		FW2 A319				<b>TOTALS</b>	
	DEP	ARR	DEP	ARR	DEP	ARR			DEP	ARR
DAY	0	0	0	0	0	0			415	397
EVENING	0	0	7	7	0	0			108	125
NIGHT	0	0	0	0	0	0			7	8
TOTAL	0	0	7	7	0	0			530	530

**TABLE 5. (CONTINUED)**

FIRST QUARTER 2017

PERIOD TOTALS FOR  
AIR CARRIERS AND AIR TAXIS

## AIR CARRIERS

	<u>DEP</u>	<u>ARR</u>
DAY	1715	1623
EVE	452	509
NIGHT	0	35
TOTAL	<u>2167</u>	<u>2167</u>

## AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	234	239
EVE	27	53
NIGHT	31	0
TOTAL	<u>292</u>	<u>292</u>

## AIR CARRIERS AND AIR TAXIS

	<u>DEP</u>	<u>ARR</u>
DAY	1949	1862
EVE	479	562
NIGHT	31	35
TOTAL	<u>2459</u>	<u>2459</u>

## VI. INCOMPATIBLE LAND USE

The contours shown in Figures 1 and 2 were digitized and overlaid on a digital land use map of the area around the Airport. The total areas enclosed by the 65 and 70 dB CNEL contours were 560.7 and 235.6 acres, respectively. The areas of incompatible land uses enclosed by the contours were then computed. The incompatible land use areas were 7.41 acres within the 65 dB contour of which 0.37 acres were also within the 70 dB contour.

It should be noted that the above incompatible land areas do not include the soundproofed schools in the vicinity of the Airport (the Luther Burbank Middle School, St. Patrick and Glenwood Schools). The above incompatible land use areas also do not include those residences to which the Airport has acquired avigation easements. Within the 65 dB contour, the Airport has acquired avigation easements, through its ongoing residential sound insulation program, to 167 parcels of land. Those 167 parcels total 23.89 acres. One of the 167 parcels is also located within the 70 dB contour. Within the 65 dB contour, the Airport has also acquired avigation easements, under the Court of Appeal decision in Baker v. Burbank-Glendale-Pasadena Airport Authority, 220 Cal. App. 3d 1602 (1990), to 56 parcels of land. For 48 of the 56 parcels, the Authority has acquired avigation easements both through Baker and through its ongoing sound insulation program. Those 48 parcels are included in the total number of sound insulation program avigation easements set forth above. The 7 remaining Baker easement parcels total 0.89 acres.

It should be noted that the Airport Authority has made repeated attempts over the past several years to acoustically treat and obtain avigation easements at 52 single family residential parcels, totaling approximately 7.41 acres of the incompatible land use area within the 65 dB contour. Owners of these parcels have either refused to respond to notices regarding the sound insulation program, have withdrawn from the program, or own properties with major building code deficiencies that prevent them from participating.

The estimated numbers of incompatible residences are 55 within the 65 dB contour, of which 2 are also within the 70 dB contour. The estimated numbers of people residing within the 65 and 70 dB CNEL contours are 149 and 5, respectively.

## REFERENCES

1. California Department of Transportation, Division of Aeronautics, "Noise Standards", California Code of Regulations, Title 21, Chapter 2.5, Subchapter 6.
2. L-30488, Department of Transportation, State of California, 27 June 1984.
3. "Quarterly Noise Monitoring at Burbank Airport, Second Quarter 2016", AAAI Report 1491.
4. "Quarterly Noise Monitoring at Bob Hope Airport, Third Quarter 2016", AAAI Report 1492.
5. "Quarterly Noise Monitoring at Burbank Airport, Fourth Quarter 2016", AAAI Report 1493.

**APPENDIX A**  
**NOISE MONITOR INSTRUMENTATION**



## APPENDIX A

### NOISE MONITOR INSTRUMENTATION

The permanent noise monitor system, manufactured by Bruel & Kjaer, consists of 20 noise monitoring terminals (NMT) connected to a central site by DSL or wireless connections. The system block diagram showing the major elements is shown in Figure A-1. The electrical signal generated by the microphone/preamplifier assembly at each site is processed and saved locally in the B & K sound level meter. The signal is passed through an A-weighting filter and is then detected and converted to a digital level signal in decibels with a resolution of 0.1 dB.

The stored sound level data at each site is dumped once every 24-hour period via wireless or DSL connection to the central site. The data received by the central site are processed by the ANOMS computer software. According to preset parameters, the noise is separated into two categories--aircraft noise and community noise. Each event attributed to an aircraft is saved in a noise event file. Computations are made of hourly noise level, community noise equivalent level, runway use, and other parameters. A wide variety of data presentations is available by exercising a number of routines provided by B & K, as well as special-purpose routines that can be generated by the user.

The locations of the remote sites (shown in Figure 3) are listed by latitude and longitude in Table A-1.

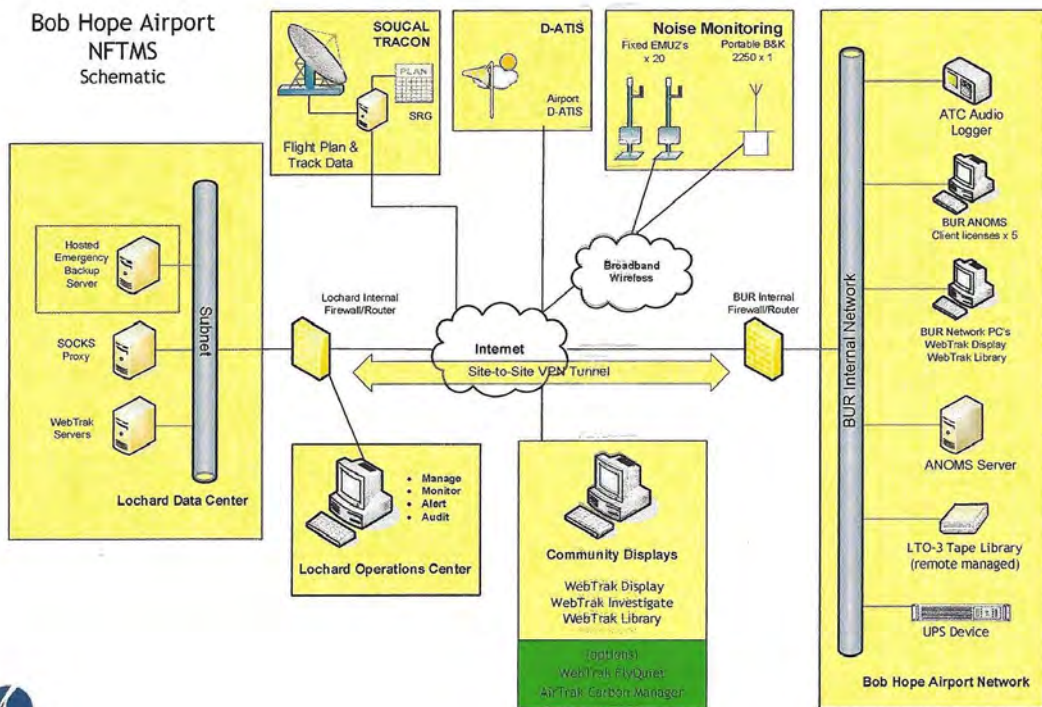


Figure A-1. Permanent Noise Monitor System Schematic

TABLE A-1  
NOISE MONITOR SITE LOCATIONS

<b>NMT</b>	<b>Latitude</b>	<b>Longitude</b>
1	34.188424	-118.358983
2	34.184296	-118.347330
3	34.175731	-118.354197
4	34.212022	-118.364391
5	34.215261	-118.357381
6	34.220705	-118.365214
7	34.224979	-118.363989
9	34.198871	-118.398889
10	34.195336	-118.342392
11	34.197321	-118.340376
12	34.190175	-118.365404
13	34.181303	-118.345270
14	34.178786	-118.347134
15	34.173922	-118.363157
16	34.181185	-118.350949
18	34.196899	-118.389014
19	34.181277	-118.357866
20	34.188378	-118.351878
21	34.186700	-118.354939
22	34.217035	-118.361725

**APPENDIX B  
CALIBRATION**

## **APPENDIX B CALIBRATION**

The system was calibrated during setup using a Bruel and Kjaer acoustic calibrator. Acoustic calibrations are performed annually. Electrical calibrations are performed automatically four times per 24-hour day. Figure B-1 shows the calibration summary for January 2013 and Figure B-2 shows the detailed electrical calibration report for Noise Monitor Site 1.



**Devices Report**

**RMT Calibration Results**

**Bob Hope Airport**

**Start Date: 04-Jan-2013**

**End Date: 31-Jan-2013**

**Monitor Location: 1 - 1, (Fixed)**

Seven Day Period Commencing: Friday January 04, 2013

Calibrated with Sound Calibrator : Never

Number of Calibrations: 27

Average adjustment for this RMT over this period: 0.10 dB

Date Time	Expected Result	Value Measured	Calibration Error
04-Jan-2013 0:00	87.1	87.2	0.1
04-Jan-2013 6:00	87.1	87.2	0.1
04-Jan-2013 12:00	87.1	87.2	0.1
04-Jan-2013 18:00	87.1	87.2	0.1
05-Jan-2013 0:00	87.1	87.2	0.1
05-Jan-2013 6:00	87.1	87.2	0.1
05-Jan-2013 12:00	87.1	87.2	0.1
05-Jan-2013 18:00	87.1	87.2	0.1
06-Jan-2013 0:00	87.1	87.2	0.1
06-Jan-2013 6:00	87.1	87.2	0.1
06-Jan-2013 12:00	87.1	87.2	0.1
06-Jan-2013 18:00	87.1	87.2	0.1
07-Jan-2013 0:00	87.1	87.2	0.1
07-Jan-2013 6:00	87.1	87.2	0.1
07-Jan-2013 12:00	87.1	87.2	0.1
07-Jan-2013 18:00	87.1	87.2	0.1
08-Jan-2013 0:00	87.1	87.2	0.1
08-Jan-2013 6:00	87.1	87.2	0.1
08-Jan-2013 12:00	87.1	87.3	0.2
08-Jan-2013 18:00	87.1	87.2	0.1
09-Jan-2013 0:00	87.1	87.2	0.1
09-Jan-2013 6:00	87.1	87.2	0.1
09-Jan-2013 12:00	87.1	87.2	0.1
09-Jan-2013 18:00	87.1	87.2	0.1
10-Jan-2013 0:00	87.1	87.2	0.1
10-Jan-2013 6:00	87.1	87.2	0.1
10-Jan-2013 12:00	87.1	87.2	0.1



**Devices Report**

RMT Calibration Results

Bob Hope Airport

Start Date: 04-Jan-2013

End Date: 31-Jan-2013

Monitor Location		04-Jan-2013	11-Jan-2013	18-Jan-2013	25-Jan-2013
1	1	0.1	0.1	0.1	0.1
2	2	0.4	0.4	0.3	0.3
3	3	0.5	0.0	0.0	0.0
4	4	0.3	0.3	0.3	0.3
5	#5	0.2	0.2	0.2	0.2
6	6	0.0	0.0	0.0	0.0
7	7	0.3	0.3	0.3	0.3
9	9	0.2	0.2	0.2	0.2
10	10	0.2	0.2	0.2	0.2
11	11	0.6	0.0	0.0	0.0
12	12	0.3	0.3	0.3	0.3
13	13	0.0	0.0	0.0	0.0
14	14	0.0	0.0	0.0	0.0
15	15	0.0	0.0	0.0	0.0
16	16	0.4	0.4	0.4	0.4
18	18	0.0	0.0	0.1	0.1
19	19	0.0	0.0	0.0	0.0
20	20	0.1	0.0	0.1	0.1
21	21	0.0	0.0	0.0	0.0
22	22	0.0	0.0	0.0	0.0

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S  
UPDATE REGARDING ITS NOISE IMPACT  
AREA REDUCTION PLAN AND ITS PART 161 STUDY  
SECOND QUARTER 2017**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Bob Hope Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan") and the Authority's Part 161 Study ("Study"):

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE  
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the second quarter 2017, as defined by the Noise Standards, was 8.14 acres of incompatible land within the 65 dB contour a 9.8% increase from the previous quarter of 7.41 acres.<sup>1</sup> The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.
  
- As of June 30, 2017, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

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<sup>1</sup> The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.



## **SPECIFIC MEASURES TAKEN BY THE AUTHORITY IN THE PAST QUARTER**

- During the quarter staff responded to 77 noise complaints from 59 callers, less from the same period in 2016 when 125 noise complaints were filed from 47 callers.
- During the quarter staff investigated 6 general aviation flight operators for suspected noise rule violations, which is a decrease of 1 from last quarter and 5 less from the same period in 2016.

## **REPORT ON THE STATUS OF THE PART 161 STUDY**

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 (“ANCA”), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a “categorical exclusion” under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority’s Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA’s decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport’s noise problems.

## **REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT**

The RATP program is an approved mitigation measure contained in the Authority's second Part 150 Study completed in 1998 and approved by the FAA in 2000. The Authority has now completed a third Part 150 Study including a Noise Exposure Map (NEM) and a Noise Compatibility Program (NCP) which was approved on November 7, 2016. The Authority has now completed and submitted a pre-application to the FAA for grant funding to continue the program as provided for in the NCP. The mitigation measures approved for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

As referenced above, the RATP is funded by Airport Improvement Program ("AIP") grants<sup>2</sup> from the federal government, the Authority's Passenger Facility Charge ("PFC") program,<sup>3</sup> and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 2<sup>nd</sup> Quarter 2017 - 65 CNEL boundary area are as

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<sup>2</sup> The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3rd quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

<sup>3</sup> The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

follows:

<b>2<sup>nd</sup> Quarter 2017 – 65 dB CNEL</b>				
	<b>Total Units</b>	<b>Completed</b>	<b>In Construction</b>	<b>Not Treated</b>
<b>Single-Family</b>	270	215	0	55
<b>Multi-Family</b>	31	26	0	5
<b>Total</b>	<b>301</b>	<b>241</b>	<b>0</b>	<b>60</b>

Of the 60 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 15 have reported that they may have future interest but not at this time, 20 are not able to participate due to code deficiencies, 11 have indicated they are not interested in participating, and 14 have failed to respond to repeated outreach efforts. Under the new program, multi-family residences will be eligible to participate. Additionally, the new program will offer an Avigation Easement Purchase option.

The Authority's PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the, per unit costs of residential acoustical treatment, due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S  
NOISE IMPACT AREA REDUCTION PLAN**

<b>NOISE MITIGATION MEASURES</b>	
<b>MEASURE</b>	<b>STATUS</b>
1. Continue existing acoustical treatment program for single-family homes.	As of June 30, 2017, Acoustical treatment of 2, 445 units is completed.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of June 30, 2017 a total of 2,179 Avigation Easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.

4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.
<b>NOISE ABATEMENT MEASURES</b>	
<b>MEASURE</b>	<b>STATUS</b>
1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S  
UPDATE REGARDING ITS NOISE IMPACT  
AREA REDUCTION PLAN  
THIRD QUARTER 2017**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Hollywood Burbank Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan").

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE  
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the third quarter 2017, as defined by the Noise Standards, was 8.14 acres of incompatible land within the 65 dB contour, which represents no changes from the previous quarter.<sup>1</sup> The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.
  
- As of September 30, 2017, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

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<sup>1</sup> The noise impact area has been calculated using 2014 master contour.

## **SPECIFIC MEASURES TAKEN BY THE AUTHORITY IN THE PAST QUARTER**

- During the quarter staff responded to 168 noise complaints from 67 callers, more from the same period in 2016 when 110 noise complaints were filed from 29 callers.
- During the quarter staff sent 7 notices to operators for suspected noise rule violations, an increase of 1 from last quarter and 3 more from the same period in 2016.

### **AUTHORITY'S EFFORTS TO OBTAIN MANDATORY CURFEW**

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 ("ANCA"), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a "categorical exclusion" under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority's Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six statutory conditions required for a restriction to be approved under Part 161, and that it

viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

## **REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT**

The RATP program is an approved mitigation measure contained in both the Authority's second and third Part 150 Studies approved by the FAA in 2000 and 2016. The Authority has now completed and submitted a pre-application to the FAA for grant funding to continue the program as provided for in the NCP. The mitigation measures approved for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

As referenced above, the RATP is funded by Airport Improvement Program ("AIP") grants<sup>2</sup> from the federal government, the Authority's Passenger Facility Charge ("PFC") program,<sup>3</sup> and Authority funds. Incorporating the revised NEM, the remaining eligible properties within the current 3<sup>rd</sup> Quarter 2017 - 65 CNEL boundary area are as

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<sup>2</sup> The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3<sup>rd</sup> quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

<sup>3</sup> The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.



follows:

<b>3<sup>rd</sup> Quarter 2017 – 65 dB CNEL</b>				
	<b>Total Units</b>	<b>Completed</b>	<b>In Construction</b>	<b>Not Treated</b>
<b>Single-Family</b>	277	222	0	55
<b>Multi-Family</b>	31	26	0	5
<b>Total</b>	<b>308</b>	<b>248</b>	<b>0</b>	<b>60</b>

Of the 60 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 15 have reported that they may have future interest but not at this time, 20 are not able to participate due to code deficiencies, 11 have indicated they are not interested in participating, and 14 have failed to respond to repeated outreach efforts. Under the new program, multi-family residences will be eligible to participate. Additionally, the new program will offer an Avigation Easement Purchase option.

The Authority's PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority's intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority's share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the per unit costs of residential acoustical treatment due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S  
NOISE IMPACT AREA REDUCTION PLAN**

<b>NOISE MITIGATION MEASURES</b>	
<b>MEASURE</b>	<b>STATUS</b>
1. Continue existing acoustical treatment program for single-family homes.	As of September 30, 2017, Acoustical treatment of 2, 445 units is completed.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of September 30, 2017 a total of 2,179 Avigation Easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.

4. Continue noise abatement information program.	Ongoing. Airport Monitoring & Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.
5. Monitor log of nighttime runway use and operations by aircraft type.	Ongoing.
<b>NOISE ABATEMENT MEASURES</b>	
<b>MEASURE</b>	<b>STATUS</b>
1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.	Ongoing.
2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.	Ongoing.
3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.	Ongoing.

**THE BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY'S  
UPDATE REGARDING ITS NOISE IMPACT  
AREA REDUCTION PLAN  
FOURTH QUARTER 2017**

Pursuant to the California Department of Transportation's ("Caltrans") February 28, 2008 decision granting the Burbank-Glendale-Pasadena Airport Authority ("Authority") a variance ("Variance") from the requirements of Section 5012 of the California Noise Standards, Title 21 California Code of Regulations, §§ 5000 et seq., ("Noise Standards"), effective March 29, 2008 (the "Decision"), the Authority provides the following update regarding the Hollywood Burbank Airport's ("Airport") Noise Impact Area Reduction Plan ("Plan").

**SUMMARY OF MAJOR PLAN ACCOMPLISHMENTS SINCE  
THE GRANT OF THE CURRENT VARIANCE**

- The Airport's Noise Impact Area for the fourth quarter 2017, as defined by the Noise Standards, was 7.90 acres of incompatible land within the 65 dB contour a 3.0% decrease from the previous quarter of 8.14 acres.<sup>1</sup> The Noise Impact Area at the time the Authority's current variance was granted was 60.84 acres.
  
- As of December 31, 2017, the Authority has completed the acoustical treatment of 2,445 residences as part of its Residential Acoustical Treatment Program ("RATP"), and there are no units under construction, design phase or pending signing of the RATP participation agreement. (For a discussion of approved funding for future acoustical treatment, please see separate section entitled "Report Regarding Approved Funding for Future Acoustical Treatment" below.)

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<sup>1</sup> The noise impact area has been calculated using updated master contours beginning in the second quarter of 2009.

## **SPECIFIC MEASURES TAKEN BY THE AUTHORITY IN THE PAST QUARTER**

- During the quarter, staff responded to 943 noise complaints from 67 callers, more from the same period in 2016 when 111 noise complaints were filed from 62 callers. Of the 943 total complaints, 768 complaints were from 6 callers. Residents in both Burbank and Studio City were primarily concerned with the Federal Aviation Administration's implementation of the NextGen.
- During the quarter, staff sent 5 notices to general aviation operators for suspected noise rule violations, an increase of 2 from last quarter and a decrease of 4 from the same period in 2016.

## **AUTHORITY'S PRIOR EFFORTS TO OBTAIN MANDATORY CURFEW**

The Airport Authority, on February 2, 2009, as required by the Airport Noise and Capacity Act of 1990 ("ANCA"), submitted pursuant to 14 C.F.R. Part 161 its Part 161 Application to the FAA, seeking approval by the FAA of the imposition of a mandatory full nighttime curfew at the Airport between the hours of 10:00 p.m. through 6:59 a.m. Accompanying the Application, the Authority submitted documentation in support of a finding that the proposed full mandatory curfew in the Application qualifies for a "categorical exclusion" under the National Environmental Policy Act.

As noted in the report for the Third Quarter of 2009, by letter dated October 30, 2009, the FAA announced that it had denied the Authority's Part 161 Application seeking FAA approval for the imposition of a full mandatory nighttime curfew at the Airport. The FAA's decision indicated that it did not find that the Application satisfied four of the six

statutory conditions required for a restriction to be approved under Part 161, and that it viewed the ongoing acoustical treatment program at the Airport as the viable method for addressing the Airport's noise problems.

### **REPORT ON APPROVED FUNDING FOR FUTURE ACOUSTICAL TREATMENT**

The RATP program is an approved mitigation measure contained in both the Authority's second and third Part 150 Studies approved by the FAA in 2000 2016. The Authority has now completed and submitted a pre-application to the FAA for grant funding to continue the program as provided for in the NCP. The mitigation measures approved for inclusion in the NCP are as follows:

- Continued funding for eligible single family parcels within the NEM
- Eligibility for Multi-Family properties within the NEM
- Development of an Avigation Easement purchase option.
- Elimination of certain items previously identified in the NCP as mitigation measures that have been completed or that are no longer applicable.

As referenced above, the RATP is funded by Airport Improvement Program ("AIP") grants<sup>2</sup> from the federal government, the Authority's Passenger Facility Charge ("PFC") program,<sup>3</sup> and Authority funds. Incorporating the revised NEM, the remaining

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<sup>2</sup> The federal AIP program is administered by the FAA and is intended to provide airports with grant funds for various FAA-approved programs. The Authority has received, as of the close of the 3rd quarter 2015, \$82,677,619 in AIP grants for acoustic treatment of homes of which \$9,659,010 was for the acoustic treatment of four schools. This level of grant commitment represents 80% AIP funding of the costs for insulating approximately 2,445 homes; additionally the authority insulated four schools.

<sup>3</sup> The PFC program is based on federal law that allows collection of a fixed fee from each enplaned air carrier passenger using the Airport. The fees collected are intended for the purpose of improving airport infrastructure and mitigating environmental impacts of airport operations. The Authority is authorized to collect \$4.50 PFC per enplaned passenger. A significant portion of current and future PFC funds is now being earmarked for various security and infrastructure projects at the Airport.

eligible properties within the current 4<sup>th</sup> Quarter 2017 - 65 CNEL boundary area are as follows:

<b>4<sup>th</sup> Quarter 2017 – 65 dB CNEL</b>				
	<b>Total Units</b>	<b>Completed</b>	<b>In Construction</b>	<b>Not Treated</b>
<b>Single-Family</b>	268	214	0	54
<b>Multi-Family</b>	31	26	0	5
<b>Total</b>	<b>299</b>	<b>240</b>	<b>0</b>	<b>59</b>

Of the 59 units that have not been treated, the Authority has offered the RATP benefits to all of these property owners; 15 have reported that they may have future interest but not at this time, 20 are not able to participate due to code deficiencies, 10 have indicated they are not interested in participating, and 14 have failed to respond to repeated outreach efforts. Under the new program, multi-family residences will be eligible to participate. Additionally, the new program will offer an Avigation Easement Purchase option.

The Authority’s PFC plan was approved by the FAA and limits the amount of PFC funding for RATP funding to a maximum of 50% of the total project cost. This PFC plan was approved by the FAA to permit fee collection over a multi-year period to use PFC funds to implement various noise mitigation projects. The Authority’s intention has been to conform to its RATP to maximize FAA funding. The FAA previously modified its program guidance to require that AIP funds be prioritized for use in treating the most noise-affected homes inside the 65 CNEL forecasted contour. The Authority’s share of future AIP funds will be contingent on the federal budget process. The FAA allocates AIP grants to 429 commercial air carrier airports nationwide based on federal appropriations.

The rate at which homes will be acoustically treated through the RATP depends on future AIP grant levels, the amount of PFC funds collected and not earmarked for other security or infrastructure purposes, and construction costs. In the last few years, the Authority experienced a considerable increase in the per unit costs of residential acoustical treatment due to higher building materials and labor costs that are reflected in contractors' bids. These increased costs are consistent with a nationwide trend.

**STATUS OF INDIVIDUAL ELEMENTS OF AUTHORITY'S  
NOISE IMPACT AREA REDUCTION PLAN**

<b>NOISE MITIGATION MEASURES</b>	
<b>MEASURE</b>	<b>STATUS</b>
1. Continue existing acoustical treatment program for single-family homes.	As of December 31, 2017, Acoustical treatment of 2, 445 units is completed.
2. Acquisition of avigation easements over land within the 65 + CNEL contour (prior program eligibility area and as currently amended with 2013 NEM)	As of December 31, 2017 a total of 2,179 Avigation Easements have been acquired.
3. Continue as needed acoustical treatment program for schools and preschools not previously treated within 65 CNEL contour.	Completed.



<p>4. Continue noise abatement information program.</p>	<p>Ongoing. Airport Monitoring &amp; Flight Tracking System accessible via airport website introduced March 2003. A newer upgraded Flight Tracking System (WebTrak) was introduced to the public via airport website on December 2014. In September 2004 noise abatement information was painted on the Runway 15 blast fence advising pilots of Voluntary Curfew hours and to “Fly Quietly.” Information also was posted at fixed based operations facilities. Illuminated fly quietly information was installed at each aircraft carrier parking gate.</p>
<p>5. Monitor log of nighttime runway use and operations by aircraft type.</p>	<p>Ongoing.</p>
<p><b>NOISE ABATEMENT MEASURES</b></p>	
<p><b>MEASURE</b></p>	<p><b>STATUS</b></p>
<p>1. Continue requiring compliance with Airport’s Engine Test Run-up Policy.</p>	<p>Ongoing.</p>
<p>2. Continue promoting use of AC 91-53A Noise Abatement Departure Procedure by air carrier jets.</p>	<p>Ongoing.</p>
<p>3. Continue promoting use of NBAA noise abatement procedures, or equivalent manufacture procedure, by general aviation jets.</p>	<p>Ongoing.</p>